

**Amendments to the Specification:**

On page 4, after line 7, please add the following new paragraph:

C1 --Figure 3 is a schematic representation of the bearing arrangement.--.

On page 4, please replace the paragraph beginning on line 10 with the following replacement paragraph:

C2 --Figure 1 illustrates a portion of a vehicle transmission having a positive locking clutch 1 in a neutral position. In the neutral position, a first idler pulley 2 assigned to reverse gear "R" and a locking ring 3, which is assigned to parking lock mechanism "P" and is fixedly mounted on the transmission housing, are uncoupled from transmission shaft 4 and may rotate relative to it. Transmission shaft 4 is mounted so it may rotate in a transmission housing 24 made of a cast aluminum alloy with the help of two pre-stressed tapered roller bearings arranged in an X formation relative to one another so they may rotate in a transmission housing 24 made of a cast aluminum alloy, although only one tapered roller bearing 480 is illustrated. Locking ring 3 forms the roller bearing outer race of tapered roller bearing 480 illustrated. In the X arrangement, schematically illustrated in Figure 3, a roller bearing outer race forms an angle which opens toward the inside of the transmission housing, so that the axial force component acting on the roller bearing outer race is constantly pressing the roller bearing outer race against an axial contact surface 28 of transmission housing 24. As shown in Figure 3, broken lines 100 and 100' interconnect diagonally opposed bearings 3 and 3' and are used to illustrate the X configuration of bearings 3 and 3'. For rotationally fixed locking against transmission housing 24, locking ring 3 has six pins 25 distributed uniformly around the circumference. These pins 25 are aligned in parallel with transmission shaft 4 and are accommodated at one end in bores in locking ring 3 with a clearance fit and at the other end in aligned bores in transmission housing 24.--.